

REMARKS

Applicants request reconsideration of the subject application in view of the foregoing amendments and the following remarks.

Claims 15-34 are pending, of which claims 15 and 25 are independent. Claims 1-14 have been canceled in favor of claims 15-34 in order to even more clearly define the invention in a manner that distinguishes over the prior art. Support for the new claims can be found at, for example, pages 5-6 of the subject application. No new matter has been added.

Applicants affirm the previous oral, provisional election with traverse of Species II (Figure 4), on which claims 15-34 read.

In the Office Action, the drawings are objected to for allegedly failing to show every claimed feature. The claim language in question does not appear in the present claims, and therefore this objection is moot. Applicants therefore have not amended the drawings, but will do so if the pertinent features are reintroduced to the claims. Applicants do note that the features in question are supported in the disclosure.

Claims 1, 2, 4, 6, 8, 9, 11 and 13 stand rejected under 35 U.S.C. § 102 as allegedly being anticipated by EP 498 597 A2 (Poon). Claims 1, 2, 5, 6, 8, 9, 12 and 13 stand rejected under § 102 as allegedly being anticipated by US 5,065,845 (Pearson). The remaining claims stand rejected under 35 U.S.C. § 102 as allegedly being unpatentable over either Poon or Pearson. These rejections are respectfully traversed.

In the embodiments recited in the claims, the subject invention relates to a guide rail safety device, for an elevator car riding on a non-metallic guide rail, including, inter alia, a wedge having a friction surface aligned for contact with the non-metallic guide rail and at least one horizontal locator for urging the friction surface into contact with the non-metallic guide rail. Independent claim 15 recites the horizontal locator urges the friction surface into contact with the non-metallic guide rail at a pressure of not more than approximately 50 psi on the non-metallic guide rail. Independent claim 25 recites that the friction surface is formed of a material that has a coefficient of friction of at least about 1.0 relative to the non-metallic guide rail.

Neither of these aspects of the invention is disclosed or suggested in the cited art. Neither Poon nor Pearson recognizes the use of non-metallic guide rails or suggests that the devices disclosed therein could be applied to such guide rails. Neither discloses or suggests a horizontal locator that urges a friction surface into contact with a non-metallic guide rail at a pressure of not more than approximately 50 psi on the non-metallic guide rail. Further, neither Poon nor Pearson discloses or suggests a friction surface that is formed of a material that has a coefficient of friction of at least about 1.0 relative to the non-metallic guide rail.

Further, neither of these aspects of the invention would have been obvious to one of ordinary skill in the art. It is not believed that it was known in the art to form a guide rail of a material such as concrete. Applicants have found that application of pressure of 50 psi or less, which is believed to have been counterintuitive to a braking operation, is desirable to avoid damaging a guide rail formed of a material such as concrete, as noted at page 6, line 1 of the subject application.

Similarly, a braking surface coefficient of friction relative to a guide rail is conventionally lower than 1.0, as noted at page 5, line 12 of the subject application. (For example, U.S. 5,979,615 cited, in the Office Action, recites coefficients of 0.15 and 0.25 at col. 1, line 29, and col. 4, line 3, respectively. (Applicants note that the PTO-892 attached to the Office Action lists an incorrect date for this document.)) Raising the coefficient of friction is not an obvious expedient, because doing so would tend to result in much quicker (and more difficult on passengers) elevator car deceleration. However, Applicants have found that raising the coefficient of friction does permit the braking to be done in a manner that will avoid damaging guide rails formed of a material such as concrete.

Therefore, independent claims 15 and 25 patentably define the invention over the cited art, and are submitted to be allowable.

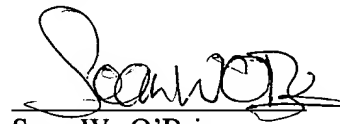
The dependent claims include features in addition to those recited in their respective base claims, and are submitted to be allowable in their own right. Further independent consideration of the dependent claims is requested.

Applicants respectfully request reconsideration of these rejections and allowance of the subject claims. Applicants submit that the subject application is in condition for allowance, and request a notice thereof.

Please charge any additional fees or credit overpayment to Deposit Account No. 15-0750, Order No. OT-4551.

Respectfully submitted,

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